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LAST LEGS

Dissolution of the Western Passenger Association Probable.

The Santa Fe Preparing to Withdraw-Progress of the Rate Wars-Important Conference.

The Western Passenger Association seems to be tottering, and a dissolution is expectd daily. Officials of the Santa Fe are in porrespondence with the receivers concerning the withdrawal of that road from the association. As soon as that road serves its notice of withdrawal the association is doomed. The Alton would instantly withdraw, and with the Santa Fe, the Alton and the Union Pacific on the outside the assoclation would be helpless and could not be continued. The withdrawal of the Santa Fe, when it comes, will be on account of the belief that its competitors are cutting rates, secretly paying unauthorized commissions and indulging in all manner of illegal practices. As it is at present in the hands of the court, it cannot fight them with their own weapons, and it has, therefore, been driven to consider its withdrawal.

Increase of Trackage in 1893. W. H. Brown, chief engineer of the Pennsylvania lines east of Pittsburg, and M. J. Becker, chief engineer of the Pennsylvania lines west of Pittsburg, have prepared their annual reports of track laid in 1893 on the Pennsylvania system, which is divided into three parts, the Pennsylvania Ratiroad Company comprising all lines east of Pittsburg, and the northwest and southwest systems west of Pittsburg. On the lines east of Pittsburg an increase of 209 miles of new track was added. The Pennsylvania division leads with an increased mileage of 143. Most of this increase is on account of second, third and fourth tracks, which have been put down during the year. The Philadelphia division has a total of 60 miles of new rails, while the middle division has 27 miles more to its credit. On the Cambria and Clearfield vision there was an increase of 18 miles f first track. The increase for all the ines east of Pittsburg is as follows: First track, 414 miles; second, third and fourth tracks, 100 1-3 miles; company's sidings, 584 miles. The Pennsylvania lines west of Pittsburg comprise a total mileage of 2,-759. The Northwest system shows an increase of 175 miles, of which 47 miles was first track. 98 miles second, third and fourth track and 294 miles company's sidings. Of this amount the Pittsburg, Fort Wayne & Chicago road had over 97 miles of new second track and 12½ miles of siding to its credit. The Southwest system shows a gain of 1081/2 miles, of which 40 iles is for sidings, 55 for second track and for first track. The total increase for

first track, 153 second track and 69% company's sidings. The total miles of road operated and controlled by the Pennsylvania Railroad Com-pany is 8,793, of which 4,4671/2 constitutes he lines east of Pitisburg ard Erie, and ,325% the lines west of Pittsburg and Erie. Including the second, third and fourth Pennsylvania Railroad Company owns and controls 15,130½ miles of track.

Northwest and Southwest system is miles of track, of which 60 miles is

Trainmen Must Unite.

On Wednesday night a local division of the American Railway Union was organized at Fort Wayne. Eugene V. Debs, president of the American Railway Union, was present, and delivered a lengthy address to the large number of railroad men who were in attendance. He spoke at some length of the different features of the order, of the rapidity of its growth, and closed with a strong appeal to every railroad man present to join it. In the course of his remarks he

"The American Railway Union does not ropose to mix up men indiscriminately, out to have branches composed of firemen engineers, shopmen, etc. Each branch trans-acts its own business, and when properly prganized their demands will be more readiacceeded to, and do away with strikes. The only thing for railway men to do is to get together. For thirty years we have been organized, and every strike has added to the great army of scabs, and cost the profited by its disasters, but labor has had he reverse. We must unite the trainmen with the track, shop and clerical force, and until we do that we must expect defeat. We until we do that we must expect defeat. We have arrived at the point where we must of paymaster T. S. Lindsay, who recently refired. Cashier Sheldon was made paywith progress. The railway companies have consolidated, but no consolidation has so far taken place among the railway brotherhoods. Let labor everywhere take a nopeful view of the situation. No matter now gloomy conditions are, I feel and know in a very short time there shall be an awakening, but until that time comes things will grow worse. I do not claim that the American Railway Union, is perfect, but it is vastly better than the present prganizations of brotherhoods."

Planning to Remove Demoralization. A conference of St. Louis-Chicago-St. Paul lines was held at Chicago, yesterday, for the purpose of devising means for removing the demoralization that exists in passenger rates through the application of the \$13,50 second-class rate from St. Louis to St. Paul through Chicego, After a thorough discussion of the situation it was decided to request the chairman of the Western Passenger Association to take the matter up with the lines over which the rate is made via Chicago, and ask them to discontinue the use of the rate in this way. It was further decided that the chairman should use his best endeavors with the direct lines from St. Louis to St. Paul to discontinue the use of the second-class rate altogether, at least during the winter months, when there is hardly any legitimate second-class business.

Work of Ticket Scalpers.

Passenger rates from Pueblo and Denver to Missouri river points are thoroughly demoralized. The business there at present is practically in the hands of the ticket brokers. They are doing all the business and are selling tickets at \$1.50 below tariff rates. Regular officials of the roads are simply lying back and watching them. All the roads explicitly deny responsibility either for existing conditions, complicity in the deal, or that they are supplying tickets to the brokers below tariff rates, or paying them any commissions on their sales. The only explanation of the situation they can offer is that the brokers are selling tickets et a loss, in order to break rates and set the roads to fighting each other.

Important Conference.

An important conference of railroad officials will be held in Washington, Feb. 12. It has been called by the Interstate-commerce Commission, the object being to devise a form of schedules for rate tariffs that will be intelligible. The interstatecommerce act requires tariffs to be filed at all stations. The roads have made a show of obeying this law, but the present system of getting up tariff sheets is so complicate that nobody but expert rate men can make anything of the tariffs. The object of the commission is to introduce a simplified form that can be easily understood by every-body. Every road in the country has been invited to send a representative to the con-

Proposed Advance in Freight Rates. Subcommittees of the general freight committees of the Central Traffic Association that have been in session at Chicago for several days revising the basis of rates from what are known as the 100 per cent. points concluded their labors to-day, but there was no general committee in session to which they could report. Before the rates they have decided on can become

adopted by the general committee at some future meeting. Quite a number of changes were recommended in the present basis of rates, an advance of 2½ cents per 100 pounds in some cases being suggested.

Passengers and Freight Free. A peculiar railroad war between the San Pete Valley road and the Rio Grande Western is reported from Manti, U. T. The former line is forty-four miles long and runs down the valley from Nephhi, where it connects with the Union Parific at Manti. For over half this distance it parallels the Western, and for the purpose of compelling this line to come to terms on a local rate the San Pete is carrying all passengers and freight free, and the manager declares he s able to keep this up for several years, unless the Western comes to time. The San Pete road is owned by an English company, and is a narrow gauge.

Personal, Local and General Notes. C. W. Fairbanks, general solicitor of the Cincinnati, Hamilton & Dayton, left yesterday for New York city.

C. J. Fellows, formerly with the Big Four, now general manager of the Railway Car Association, is in the city. President Roberts, of the Pennsylvania, emphatically denies that that company has leased or is about to lease the Lehigh Val-

The Evansville & Terre Haute earned in the second week of January \$22,064, an in-crease over the corresponding week of 1893 G. P. Fisher, formerly an assistant engineer on the Pittsburg, Fort Wayne & Chicago, has been appointed city engineer

of Massillon, O. The Baltimore & Ohio Southwestern management contemplates erecting shops at East St. Louis in which to do light repair work to rolling stock.

Samuel McLeish, late with the passenger department of the Mackey lines, has announced himself as a candidate for auditor of Vanderburg county.

The Chicago & Alton has announced a cut rate to meet the Santa Fe and Rock Island reduction of freight rates. Other roads are expected to follow soon. Passenger Traffic Manager McCormick, of the Big Four, and D. B. Martin, general passenger agent of the same lines, are expected home from New York to-day.

Eastern papers say that the Vanderbilt following are boasting of the Big Four, and claim that it was one of the first roads to show an improvement in earnings this year. The owners of the steam propeller Chicora yesterday placed it in service to carry freight between Benton Harbor and Milwaukee in connection with the Michigan division of the Big Four.

W. A. Van Frank, engineer of maintenance of way of the Susquehanna division of the Erie lines, is spending a few days with relatives here. He is on his way home from a trip to San Francisco. The Cincinnati ticket brokers have decided to continue the boycott of the Pennsylvania lines, and should the latter meet the scalpers' rates, there is great danger of a rate war in Central Traffic Association terri-

One of the hospital cars building by the Pennsylvania Company at Columbus, O., is to be placed on the Vandalia lines, probably at Terre Haute, this being the most central point on the lines and near the main

There have been forty-two applications for the position which D. F. Whitcomb. superintendent of the Union Railway Company and Belt road, vacates on March 1. Next Thursday it will be known who is to The Louisville, Evansville & St. Louis is

still carrying east bound a heavy movement of grain, and competitors allege that it is not carried at full tariff rates. The grain goes east from Louisville over the Chesapeake & Ohio.

Harry Miller, superintendent of the Louisville division of the Pennsylvania lines, was in the city yesterday. He thinks he can see some improvement in business on that line in a local way, but its through traffic, both freight and passenger, is unusually

Charles H. Rockwell, general passenger agent of the Cleveland, Akron & Columbus, has placed on sale mileage books at \$20 per thousand miles, which are good on forty different roads running through Ohio, portions of Pennsylvania, Indiana, Michi-

General Passenger Agent Roberts, of the Eric lines, is seriously considering the placing of a representative of that road's passenger department in this territory. A few years ago the Erie secured a good deal of business in this section, as it has a differential rate to help it out.

The Cincinnati, Hamilton & Dayton engine 210, Brooks build, which was exhibited at the world's fair, and which is now hauling the fast express between Cincinnati and Indianapolis, recently hauled six Pullman cars from Arlington to the Belt road, thirty miles, in 25 minutes and 40 seconds. General Superintendent W. H. Cannif, of the Lake Shore road, has resigned. The supposed cause was the fact that President Newell refused to approve his appointment

The passenger department of the New York Central has issued a picturesque volume entitled "New York, the metropolis of the American continent: the foremost city of the world." Besides illustrations of important buildings and thoroughfares, there are numerous fine engravings and a review of the development of New York. The Pennsylvania people are building at their shops on the Western lines, and at Altoona, forty engines of the same type as Engine 120, which made such remarkable runs on the Louisville division with heavy trains last summer. This type of engine is to be used on both their Western and Eastern lines for fast service with heavy trains. H. M. Bronson, assistant general passenger agent of the Big Four, yesterday re-ceived a telegram from Chattanooga, the

headquarters of Theodore F. Brown, representing the Big Four at that point, announcing the death of his wife. Mr. Brown was for some years agent of the Blg Four at this point, and he will have the sympathy of many friends. The Pennsylvania lines east of Pittsburg show a decrease of gross earnings for the twelve months ending Dec. 31, 1893, of \$2,-466,620.93, as compared with 1892; a decrease in expenses of \$1,823.344.02, a decrease in net earnings of \$643,276.91. The lines west of Pittsburg for the same period show a decrease in gross earnings of \$1,277,186.95, a

decrease in expenses of \$877,435.43, and a decrease in net earnings of \$349,751.52. Railway and financial circles are surprised at the aggressiveness of the Lake Shore road of late. A scheme is now on foot to extend the Lake Shore to connect with the Beech Creek and the Buffalo, Rochester & Pittsburg systems at Dubois. The Dunkirk & Allegheny Valley is to be laid with a new steel rail weighing eightyfive pounds to the yard, and contracts have been let for four new long steel bridges.

The Ratiroadmen's Building Association increased its net assets during the year 1893 over \$35,000, and increased its reserve fund \$1,200; dividends earned during the year, \$25,400; net increase in membership, 141; increase in shares, 953. While the increase is comparatively small, as compared with previous years, any increase is considered rather remarkable, from the fact that it paid in withdrawals during the year \$84,447, the withdrawals the last half being very

James McCrea, first vice president of the Pennsylvania Company, is in New York attending the rate meeting. A gentleman well acquainted with Mr. McCrea said yesterday that it argues well for the cause when Mr. McCrea takes the trouble to go to New York to attend a rate meeting, as, with his strong conviction that in the maintenance of rates depends the existence of the railways of this country, his in-fluence there, he thought, would be very

The agreement entered into on the 1st of the year by the general managers on the pass question restricting and better regulating free transportation is said to have already been broken, and is likely to go to pieces before fairly tested. Some roads, it s alleged, are now issuing passes as freely as before the agreement was adopted, and the matter has become so contrary to the pirit of the agreement that Chairman Midgeley, of the Western Passenger Assoclation, has asked the general managers to meet at his office next Wednesday to decide

if it is wise to attempt to enforce the agree-Why is it that people use Salvation Oil? NEW PUBLICATIONS.

(From the Bowen-Merrill Company.) Mr. Hamlin Garland, who has achieved some reputation as a writer of stories rather out of the beaten track of fiction, has entered the field of verse. His volume entitled "Prairie Songs" is a collection of short poems, nearly all of which relate to Western life, scenes or incidents. His poems are difficult to classify. They are not didatic, religious, sentimental, erotic nor passionate. In all of them there is not a line about love, friendship or any of the cardinal virtues. There is no reference to mythology, no appeal to the muses, nor any laborious climbing of Parnassus. It follows that the poems are distinctly unique. As to their merit opinions may differ, but it cannot be denied that they possess originality, vigor, clear conception and often felicitious expression. Mr. Garland does not seem to have much imagination and he is never subjective or retrospective. But he sees straight, describes well and draws good pictures. He writes only about what he knows, and consequently he writes clearly. If he does not attain to high flights of imagination he is never commonplace. He is at his best in the descriptive style, and most of his poems are very realistic. In six lines he gives a distinct picture of a

"A curving, leaping line of light,
A crackling roar from lurid lungs,
A wild flush on the skies of night— A force that gnaws with red-hot tongues That leaves a blackened, smoking sod, A flery furnace where the cattle trod."

There is no imagination in this, but it is good picture, and there are no waste words. Of "Pioneers" he says: They rise to mastery of wind and snow; They go like soldiers grimly into strife To colonize the plain. They plow and sow,

and fertilize the sod with their own life, As did the Indian and the buffalo." This is a truthful and forceful picture and leaves the reader with a high opinion of the heroism of pioneers. These are scarcely fair specimens of the author's style, many of the longer poems showing more versatility, variety and depth of feeling. The best thing about all of them is the free, bracing out-door atmosphere and the close ympathy with nature that pervades them. Mr. Garland has mannerisms both of thought and expression which he should strive to get rid of, but his verses have life and action. The volume is published in attractive form by Howe & Kimball, of

"Governments and Politicians, Ancient and Modern." by Charles Marcotte, is a very superficial review of the different forms of government and different governments that have prevailed in the world. Many of the author's ideas are crude, and he is evidently at a disadvantage in writing the English language. He is a strong monarchist and omits no opportunity to attack republican or democratic form of government. "Monarchies," he says, "live and die out, like republics, because they are hu-man institutions; but there is this vast dif-ference between them: If the former had been productive of many wrongs, they have also performed nearly all the good on earth. On the other hand, the latter have, practically, achieved very little but the most deplorable evils for mankind." Again, we hold that "nothing is more clearly demonstrated than that the elective system, the tribunals of justice, the press, and most of the schools are the causes of all the woes of the people." The book contains a good deal of this sort of stuff, and is thoroughly anti-American in tone. Chicago: Pub-

"A Spinster's Leaflets" is the well-chosen title of a story by Alyn Yates Keith. The story is written in an autobiographical style and tells how the heroine, an unmarried woman, "lived alone in the old house, which was a part of herself, as is the shell to the turtle, neither of them young, but fitting each other without a wrinkle." Her corner cupboard, her cats, her china, her silver and her neighbors are described in a quaint and pleasant style. The description f the neighbors makes a picture gallery of typical New England characters. The spinster dearly loved children, and hoped and prayed somebody would leave a baby on her doorstep. Once she thought her prayer had been answered, and her disappointment was great when it turned out that a basket which was left on the doorstep contained only a Christmas gift. Finally she adopted, one after another, three lit-tle children and did the part of a mother by them. The story of their subsequent experiences and the final marriage of two of them makes a pretty romance. It is a wholesome story and charmingly told. Cloth, illustrated, \$1.25. Boston: Lee &

lished by the author.

An intelligent effort to promote the study of civil government in the public schools of Indiana is embodied in a work entitled "Indiana and the Nation," by Prof. C. W. Hodgin, of Earlham College. As indicated by the title, the work treats of State and local as well as national government. The State Constitution and different branches of the State government are analyzed and a series of questions calls attention to their various provisions. The election laws, tax laws, school law, etc., are treated in the same way. The duties of the different State, county and township officers are set forth and the manner of their election and qualification described. Some space is given to the organization of the Territory of Indiana and the formation of the State, these chapters, like the others, being accompanied by questions. The Constitution and government of the United States are treated on the same plan. Altogether the work is a convenient text book and a handy little reference book on civil government for any school or home in the State. This or some similar book ought to be used in every school in Indiana. Boston: D. C. Heath & Co. -

A great many people who have found amusement in the writings of "Josiah Allen's Wife" (Marietta Holley) will be glad to welcome her again in "Samantha at the World's Fair." It is a plain, garulous old woman's account of the fair in very homespun language. When she met the Duke of Veragua she judged that her "curchey wuz jest about right," and when she sabuted him "in the name of Jonesville and America the Duke bowed so low that if a basin of water had been sot on his back it would have run down over his head." The narrative of Miss Plank, the Chicago boarding house keeper, with her "respectable and agreeable boarders," and her "fiery cook," is full of human nature and exceedingly droll. For those who enjoy the kind of humor there are many humorous passages in the book. Under the pure fun there is a strong current of good, healthy common sense and a distinct moral purpose The book is profusely illustrated. Cloth, \$2.50. Sold only by subscription. New York: Funk & Wagnalls.

"A Bundle of Life," by John Oliver Hobbes, is a prose drama in the form of a novel. It is, however, a drama without dramatic action. Its slender plot is swamped by elaborateness of style and superabundance of philosophy. The style is witty and the philosophy is good, but there is too much of both. The reader gets tired of dialogue and wonders when the story is going to begin. The characters walk in and out, appear and disappear, speak their lines and leave no impression of real characters. It is a pity that so much wit as the book contains should be wasted on so poor a story. New York: J. Selwyn Tait & Sons.

"The Traffic in Girls, and Florence Crittenton Missions," by Charlton Edholm, treats a delicate and important subject frankly and in a way calculated to produce a deep impression. The revelations made of the traffic in female virtue are startling, and the story of the success of movements for reclaiming the fallen is encouraging to the workers in that field. The book is published by the Woman's Temperance Publishing Association, of

"A General Outline of Civil Government in the United States, the States, Counties, Townships, Cities and Towns," by Clinton D. Higby, is an effort to bring the subject of civil government within the reach of that large class of students who desire to complete their school work in the shortest time possible. The work is small and the subject is treated in a very elemental way, yet it contains many things which every young person ought to know. It is designed

for use in schools. Boston: Lee & Shepard. Lovers of the beautiful in landscape architecture will find much to interest them in "Italian Gardens," by C. A. Platt. The work contains descriptions of a number of the most noted and beautiful gardens of Italy, with photographic illustrations of their most striking features. The illustrations are exceedingly beautiful and the text gives a clear description of the gardens. The work is published in attractive form by Harper & Brothers.

"How to Wire Buildings," by Augustus Nobl, electrical engineer, is a manual on

use of electrical engineers, contractors and wiremen. It treats the subject in a prac-tical way and free from technicalities.

There are numerous illustrations. New York: C. C. Shelley, No. 10 College Place.

"The Plymouth Hymnal" is a collection of hymns and tunes suitable for use in the church, the social meeting and the home. The aim has been to make it a discriminating rather than an all-comprehending collection, and the result appears in the high character of the poems it contains. The work of editing and compilation was done by Lyman Abbott, aided by C. H. Morse and H. V. Abbott. Published by the Outlook Company, 13 Astor place, New York.

Books Received.

"Bookkeeping at a Glance," a simple and concise method of practical bookkeeping by expert J. T. Brierly. Bound in Russia leather, indexed, 75 cents. New York: Excelsior Publishing House, 29 Beekman street. "A Tragte Blunder," a novel by Mrs. Lovett Cameron, author of "Jack's Secret," etc. Paper covers, 50 cents. Published in Select Novels series by the G. B. Lippin-cott Company, Philadelphia. "The Sistine Madonna," a Christmas meditation by A. H. Bradford. A beautiful handling of the problem of the incarnation. Paper covers, 35 cents. New York: Fords, Howard & Hulbert.

NATURAL GAS.

Localities in Which It Is Found and the Stone in Which It Is Stored.

From J. D. Weeks's report on natural gas, included in "Mineral Resources of the United States for 1892," the following on its geological distribution and natural storage is taken:

As to the localities in which natural gas is found, it may be said in a general way that this substance has been found in varying quantities from the Hudson river on the east to California on the west. In Alabama, California, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Missouri, New York, Ohio, Pennsylvania, South Dakota, Tennessee, Utah, West Virginia, Wisconsin and Wyoming its existence is reported. In some of these States, however, it has not been found in commercial quantities. A shallow well, frequently a well put down for water, has shown the existence of gas, usually in the drift. In many cases, also, so-called gas springs have been found, from which a small supply of natural gas, usually marsh gas, is reported. In 1889 gas in commercial quantities was reported as having been produced in Arkansas, California, Illinois, Indiana, Kansas, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, South Dakota, Texas and Utah. At the present time the important gas fields are those of western Pennsylvania, western New York, northwestern Ohio, and eastern central Indiana. It is the development of these districts that has caused the excitement in connection with natural gas which was so manifest in 188, and to a less degree in 1839. The most important gas fields in these territories are those in the gas district in Pennsylvania in the neighborhood of Pittsburg, including the Murraysville and Grapeville fields o Westmoreland county, and the several Washington county fields. In McKean and Venango counties there was also a large production of gas, and considerable from Elk county. In Ohio the most important field is what has been called the Findlay, situated in Hancock county, while in Indiana the chief fields are in the neighborhood of Anderson, Kokomo, Marion and Muncie. Each of these districts, as well as the other

discussed in connection with the report on the several States. It has not been considered necessary to iscuss the question of the origin of natural gas. This is, strictly speaking, a chemical question. It can be said, however, that the general belief is that the gas, as well as etroleum of the Pennsylvania and adjacent oil field, is of vegetable origin, while the gas of the Indiana oil field is of animal origin. In a word, the gas stored in the sand rocks of western Pennsylvania is derived from vegetable matter, while the gas stored in the limestone is of animal origin. Nor has it seemed necessary to discuss whether natural gas was produced in the years or ages past and stored for presen use or whether it is still being preduced Possibly both suggestions are correct, and it is also probable that the very large to the surface of the earth in the last few years was formed years ago and has been stored in the natural reservoirs until the drill found it. No doubt some gas is still being produced; especially is this true of he shallower wells.

localities in which gas is found, will be

Whatever, then, may have been the origin of natural gas, there are certain conditions necessary to its accumulation and storage. and if any one of these is absent no large supply can be expected. Small amounts of gas can exist without the presence of one or more of these conditions; but these pockets will yield but a small supply, and hat supply will very soon be exhausted. These vital conditions are three. 1. Reservoir. 2. Cover. 3. Structure.
Gas is not stored, as is often supposed, in cavities or caves in the strata of the earth's surface, but chiefly in porous sandstones and limestones, gas, as well as oil, being found in the small interstices be ween the grains or in the pores. The reservoir rock in western Pennsylvania is almost always a sand rock. The

storage reservoir in Ohio is the Berea grit and the Clinton and Trenton limestones. Some little oil is found in shale, but the two great reservoirs in which the naturalgas supply of the United States is stored are the sand rocks of western Pennsylvania and the Trenton limestone of northwestern Ohio and eastern central Indiana. When the "sand" in which an oil or gas is found is named, a sand rock or sandstone is meant, not sand in separate grains. It is evident at once that were the whole structure above these reservoir rocks permeable, either through its entire structure or at points, by reason of the breaks and fissures in the strata, the gas would constantly escape from the reservoir and it would soon be drained out. This is a phenomenon that is constantly noticed in connection with gas springs. The gas is leakreservoir to held the supply in place, and that this cap must be impervious to the gas, or practically so, either from the absence of porosity or the absence of breaks and fissures. This cover is usually a shale, and in every important gas territory the reservoir rock is capped by a shale cover, which has retained the gas in place until the cover has been tapped by the drill. In Ohio, for example, the Cuyahoga and Berea shales cover the Berea grit, the Niagara shale, the Clinton group, and the Utica shale the Trenton limestone. As a rule, with, of course, limitations, the deeper the storage of rock and the closer to it the

shale or cover the larger the deposits of gas and the greater the chance for their permanence. A third factor comes in here, which termed structure, or the arrangement of the rock that contains the gas. The existence of arches and troughs, or, in geo-logical language, of anticlines and cynciines, has long been noticed in connection with drilling for petroleum, and recently in drilling for natural gas, as well as their influence upon the storage of these hydrocarbons. The most effective statement of this influence of structure, or, as it may be called; the "anticlinal theory," was made by Prof. I. C. White, of Morgantown, W. Va. Though his statements were called in question, his theory com-mended itself to practical men, and its adoption led to the location of a considerable number of natural gas wells far in advance of the developments of the drill This theory simply asserts that oil, and more especially gas, is to be found stored most largely in the apex of these anti-clines. The great reservoir of the Trenton limestone gas in the Ohio field is found in an enormous anticline, as is noted in liscussing the Trenton limestone in connection with the report on Ohio. A fourth necessity is pressure. It may be briefly said here that salt water found in the outer boundary of gas and oil fields, and it is to the presence of this water that the pressure of oil and gas is ascribed by most of the geologists of Ohio and Indiana, though some of the Pennsylvania geologists question its sufficiency. Dr. Phinney, of Indiana, holds that the initial pressure of many gas wells is about that of the weight of a column of water equal in height to the depth of the

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BOYD-Friday, Jan. 26, 1894, at 10:30 a. m., Betsy Ann, wife of David M. Boyd, in her eighty-fourth year. Funeral Monday at 2 p. m. from her residence, No. 223 North Alabama street. Burial private. Bobbs, on Friday, at 5:45 p. m. Funeral services Monday morning. Private.

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PANY, Cleveland, O. WANTED-A salesman, \$20 to \$50 weekly can be made with our goods in any locality. Will prove it or forfeit \$100. Salary or commission, as you prefer. The re-sults of a few hours' work often equals a week's wages. Address, "MANUFAC-TURERS," P. O. Box 5308, Boston, Mass.

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FOR SALE. FOR SALE-Sawdust. Clean, dry sawdust in quantities to suit purchaser. Excelsior Brick and Lime Company, 91 Fulton street. M. M. REYNOLDS, Manager. FOR SALE-Stock of millinery goods and fixtures for sale at a bargain; account death; good trade, location and excellent opening for dressmaking and furnishing goods. A. H. COPELAND, Chenoa, Ill.

FOR TRADE. FOR TRADE-Large lot in Irvington for small stock of boots and shoes. Lock box 247, Spencer, Ind. ANNOUNCEMENTS.

ANNOUNCEMENT-Old hats and rubber repaired by WM. DEPUY, 47 Massachusetts avenue. PROF. A. B. WINTERMUTE-A mind reader of the past, present and future. General business consultation. Office No. 760 North Illinois street, Indianapolis, Of-

fice hours from 8 a. m. to 9 p. m. FINANCIAL. LOANS-Money on mortgages. SAYLES, 75 East Market street. LOANS-Money to loan. CLIFFORD ARRICK, Room 32, Journal Building MONEY TO LOAN-6 per cent. HORACE

M'KAY, Room 11, Talbott & New's Block. LOANS-Money on watches, diamonds, jewelry, without publicity. CITY LOAN OFFICE, 57 West Washington street. LOANS-Sums of \$100 to \$100,000. City property and farms.
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FINANCIAL-Money to loan on first mortgage. Favorable terms. JNO. S. SPANN & CO., 86 East Market.

MONEY TO LOAN-On farms at the lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street. Indianapolis

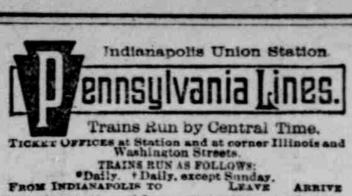
NOTICE TO NONRESIDENTS-The State

of Indiana, Franklin county, In the Frankin Circuit Court, February term, 1894 Eliza A. Cushman vs. Melandez W. Cushman, an absentee. Complaint No. 5289. Now comes the plaintiff, Eliza A. Cushman, and files her complaint herein, verified by her affidavit, reciting therein among other things, that said defendant, Melandez W. Cushman, has absented himself from his usual place of residence and gone to parts unknown for more than five years last past; that certain property has de-scended to him as an helr, and which is located in Franklin county, in the State of Indiana, and that the use and proceeds of said estate owned by him is necessary for the support of his family, and that this action is for the appointment of an administrator for said estate. Notice is therefore given said defendant last named, that unless he be and appear on the 21st day of the next term of the Franklin Circuit Court, to be holden on the first Monday of February, A. D. 1894, at the courthouse in Brookville, in said county and State, and answer or demur to said complaint, the same will be heard and determined in his absence. Witness my name and the seal of said court, affixed at Brookville, this 12th day ise on blood and skin diseases mailed free
SWIFT SPECIFIC CO., Atlanta, Ga.

of January, A. D. 1894.

JAMES B. KIDNEY, Clerk.

C. C. Binkley, Attorney.



Columbus, 121d., and Louisville *3.35 am *11.00 a Phimaelphia and New York ... 4.50 am Baitimore and washington ... 4.50 am Dayton and springdeld ... 4.50 am Richmond and Columbus, 0 ... 18.00 am Madison and Louisville ... 18.05 am Logansport and Unicago ... 11.25 am Dayton and Columbus ... 11.25 am

VANDALIA LINE.

Trains leave for St. Louis 7:30 a. m., 11:50 a. m., 12:55 p. m., 11:20 p. m. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:20 p. m. train. Trains arrive from St. Louis 3:35 a. m., 4:40 a. m., 2:50 p. m., 5 p. m., 7:40 p. m. Terre Haute and Greencastle accommodation arrives at 10:00 a. m. and leaves at 4:00 p. m. Sleeping and Parlor Cars are run on through trains. Dining Cars on trains 29 and 21.

Best Line to Cincinnati.

For any information call at City

†9:20 am

Ticket Office, corner Illinois street and Kentucky avenue. Trains arrive and depart from Cincinnati Express......*3:40 am Cin., Toledo and Detroit....*6:50 am Cin., Dayton and Detroit....*10:50 am *10:55 pm *7:40 pm *11.50 am Cin. Vestibule Limited..... *3:05 pm Cin., Toledo and Detroit... †6:30 pm

ADVERTISED LETTERS. The following is the list of letters remainng unclaimed in the Indianapolis postoffice Saturday, Jan. 27, 1894. Please call for "ad-

vertised letters," and give the date of this

*Daily. †Daily, except Sunday.

Ladies' List. A-Ahlenfeld, Mrs. O. J. B-Baker, Miss Clara; Baury, Mrs. Anna; Bandy, Mrs. Ada; Barrett, Miss Cunice; Bevell, Emma; Biffle, Miss Minnie; Burks, OFFICE-136 North Pennsylvania street.
RESIDENCE-270 North Delaware street. Office hours, 8 to 9 a. m.; 2 to 3 p. m.; 7 to 5 p. m. Office telephone, 802. House telephone, 1215. Miss Lora.
C-Clampet, Lora E.
D-Davis, Miss Grace; Dilliway, Mrs. Su-Mary; Edmundson, Miss Low; Elliott, Miss Eliza. F-Ferguson, Miss Vertle. G-Garrett, Mrs. M. B.; Goodwin, Mrs. Ida Howe; Griden, Mrs. H.

H-Hall, Mrs. Mattie; Hampton, Miss Mary; Hardesty, Miss Carrie; Hesse, Miss Emma; Higgins, Mrs. Emma; Hiner, Mrs. J-Jefferds, Mrs. E. J.; Johnson, Miss Jurl; Jones, Mrs. Geo.; Jones, Grace. K-Kendall, Mrs. Ethel; King, Miss Daisy L-Littlefield, Mrs. Nancy A.
M-Mahoney, Miss Mamie; Meyers, Annie; Mitchell, Mrs. Hattie; Morgan, Mrs.
Mary; Morris, Miss Rose; Mullenholz, Mrs.

P-Perry, Miss Alice. S-Sonnlar, Mrs. Fannie; Sears, Mrs. R. A.; Sisk, Mrs. Inda; Smith, Miss Emma; Swint, Susan; Swink, Mrs. D. A. T-Temple, Mrs. V-Van Camp, Mrs. Anna.
W-Wade, Mrs. L. W.; Watts, Miss Alma; Webster, Miss Ida (2); Wheeler, Mrs.
Lizzie; Wheeler, Mrs. Mamie; Wilson, Miss Arvilla; Woodward, Mrs. Harry; Wright, Miss Eva.

B-Ballard, Hadley; Blewett, Charles G.; Bowman, Grant; Berger, R. E.; Boemes, W. H.; Brown, A. B.; Butter, J. D. C-Casey, A. A.; Conover, William. D-Dark, William; Day, C.; Dooley, T. J. E-Emble, Edgar. F-Foote, Johnnie: Francis, J. R. G-Geist, S. J.; Gorgest, John; Goatly, James; Greenleaf, Giles; Green, Bruce. H-Hemphill, William; Homer, George; Halen, Will; Harding, William; Hesters,

J-Jackson, Henry; Johnson, Ebenezer, L-Lahr, James H.; Lewis, Pressley; Ly-Mc-McFram, A. J. M-Mayers, Charles P.; Mitchell, James ; Metzler, Clarence E.; Monroe, G. W.; Moore, Daniel. N-Newman, J. W.; Noe, A. J. (3). O-Overdurff, Willie; Owens, Sherman. R-Reman, William; Rost, A. L.; Raper, Thomas: Russe, John. S-Slattery, Eddie; Stilhery, George; Stork, J. W. T-Tomes, T. J.; Todd, G. A.; Tomlinson,

Albert (3); Woods, George. E. P. THOMPSON, P. M. EDUCATIONAL.

W-Walker, Francis M.; Werner, F. A.; Wilson, J. T.; Watts, W.; Willson, Charles

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office—19 Marion Block. Office Hours: 9 to 12 a. m., 2 to 5 p. m. Sundays: 4 to 5 p. m., at Resi-dence, 630 North Illinois street. OPTICIANS. FITTED GROUND \ CONTIFICAL ES SORDERS C LEO. LANDO.

Telephones-Office, 907; residence, 427.

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DR. J. A. SUTCLIFFE,

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Office-95 East Market street. Hours-9 to 10 a. m.; 2 to 3 p. m., Sundays excepted. Telephone 941.

DR. BRAYTON.

DR. E. HADLEY.

DR. SARAH STOCKTON,

227 NORTH DELAWARE STREET.

DR. C. I. FLETCHER.

DR. REBECCA W. ROCERS,

- DISEASES OF WOMEN AND CHILDREN

RESIDENCE—670 North Meridian street.
OFFICE—369 South Meridian street.
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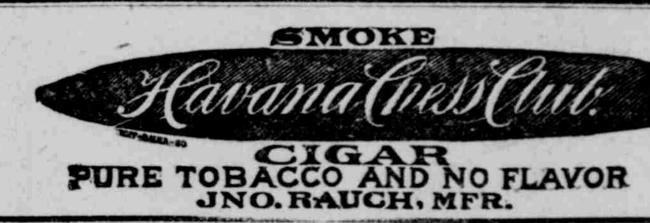
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